

PEDESTRIAN FRIENDLY

*Creating Pedestrian Friendly and Transit  
Oriented Communities*

TRANSIT ORIENTED



# *What is “Pedestrian Friendly?”*

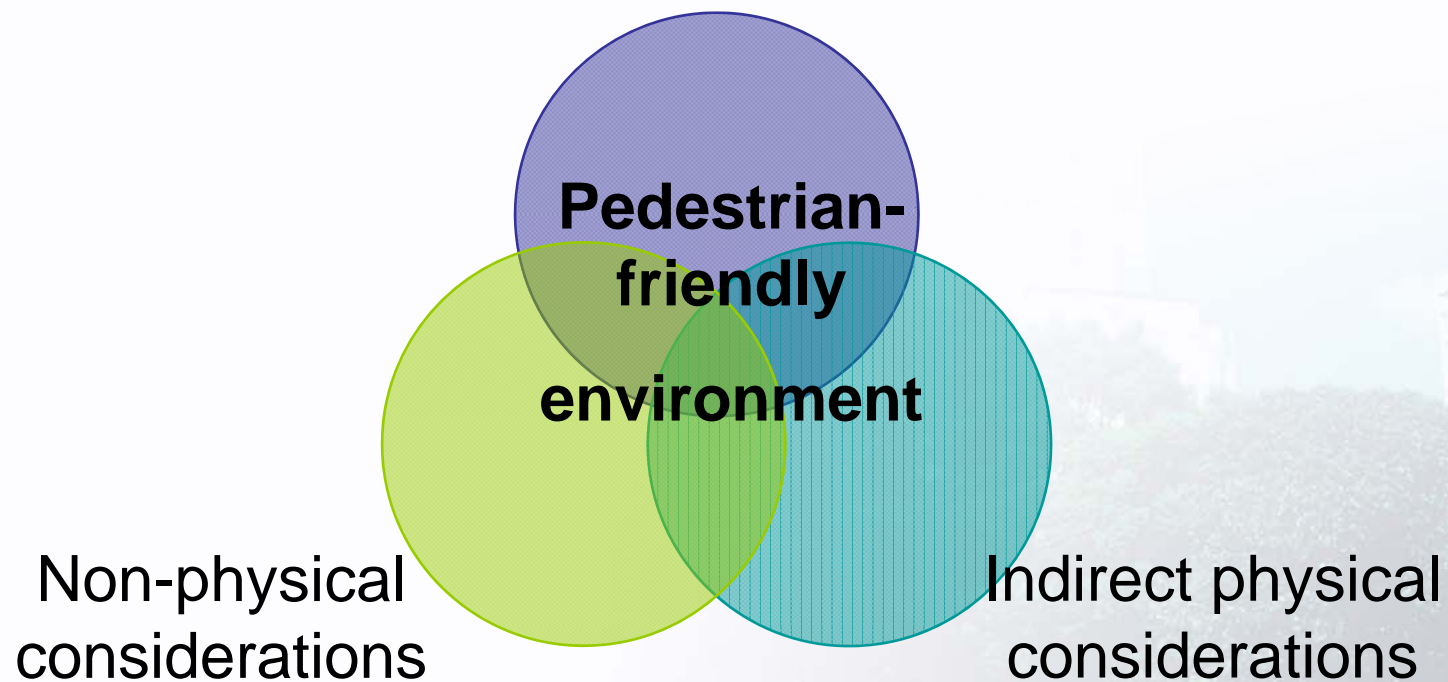
P E D E S T R I A N   F R I E N D L Y

- Goes beyond good streets, sidewalks, and crossings
- Environment that is safe, comfortable, and convenient
- Contributing physical and non-physical elements

An environment that encourages people to choose to walk!

T R A N S I T   O R I E N T E D

Direct physical considerations



# *Direct Physical Considerations*

P E D E S T R I A N   F R I E N D L Y

- Physical
  - Sidewalk width
  - Crossings
  - Corner treatments
  - Shelter (trees, awnings, arcades, overhangs)

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# *Indirect Physical Considerations*

## PEDESTRIAN FRIENDLY

- Interface with adjacent buildings/uses
  - No blank walls
  - Doors to the sidewalk
- Relationship with the street
  - Adjacent lane (parking, travel, bike, etc.)
- Treatment of difficult conditions
- Connections

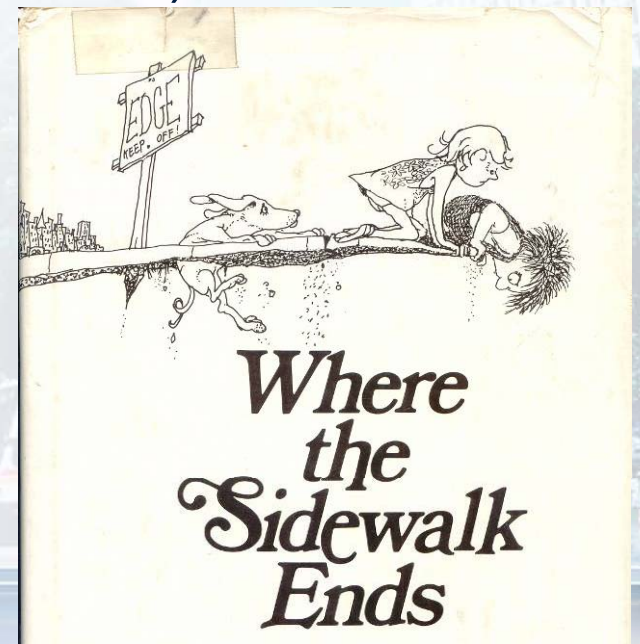


Image from *Where the Sidewalk Ends*, Shel Silverstein

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## *Non-Physical Considerations*

- Other
  - Visual interest
  - Feeling of safety
  - Convenience and functionality
  - Ownership
  - Windows on the street
  - Local leadership and vision
  - Developer support

**Things are not always perfect!**

# *Good Examples*

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**Boston, MA**



**Norfolk, VA**

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# *Good Examples*

## PEDESTRIAN FRIENDLY



**Amsterdam**



**Bangkok**

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# *Good Examples*

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Chicago, IL



Del Ray, FL

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# *Crossings*

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# *Difficult Transitions...*

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Clearly defined edge of space for cars  
and space for pedestrians

Corner transition to suburban style shopping



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# *Other Important Spaces*

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**Spaces that draw people to the street**

**Gathering places that are amenities to the community**



T R A N S I T   O R I E N T E D



# *Transit Oriented Development*

P E D E S T R I A N   F R I E N D L Y

- Define “transit oriented”
- Variety of scales and mixtures of uses
- Transit culture
- Other considerations
  - Availability of parking
  - Mix of uses
  - Services
- Critical that TODs are pedestrian friendly

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# *Elements of TOD*

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- Pedestrian orientation
- Permeable
- Appropriate scale
- Density
- *Real* mixture of uses
- Critical mass



River Line in Burlington, NJ

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# *Pedestrian Friendly and Transit Oriented CAN Exist*

P E D E S T R I A N   F R I E N D L Y

- Cities and towns are being successful
- Requires careful planning
- Can't exist everywhere
- Good plan
- Long vision
- Strong and consistent leadership
- Great examples – Atlanta, Arlington, and Chicago...

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# *Creating Pedestrian Friendly Places*

P E D E S T R I A N   F R I E N D L Y

- Reserve sufficient space for sidewalks and streetscape
- Consider the relative connectedness of the non-vehicular transportation system
- As streets are reconfigured, think about all users and the adjacent land use
- Encourage infusion of neighborhood services

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## *Measures of Success*

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- Pedestrian traffic increases...not just recreational walkers
- Fewer people feel compelled to drive short distances
- Spaces that people feel compelled to experience
- Desirable area to live, work, shop, play...
- Serves as a catalyst for redevelopment
- People “live in their front yards”

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The background of the slide is a faded photograph of a city street. In the foreground, a white bus is visible on the right side. Behind the bus, there are lush green trees. In the background, a tall, modern building with a grid-like facade is visible. The overall scene is bright and clear, suggesting a sunny day.

PEDESTRIAN FRIENDLY

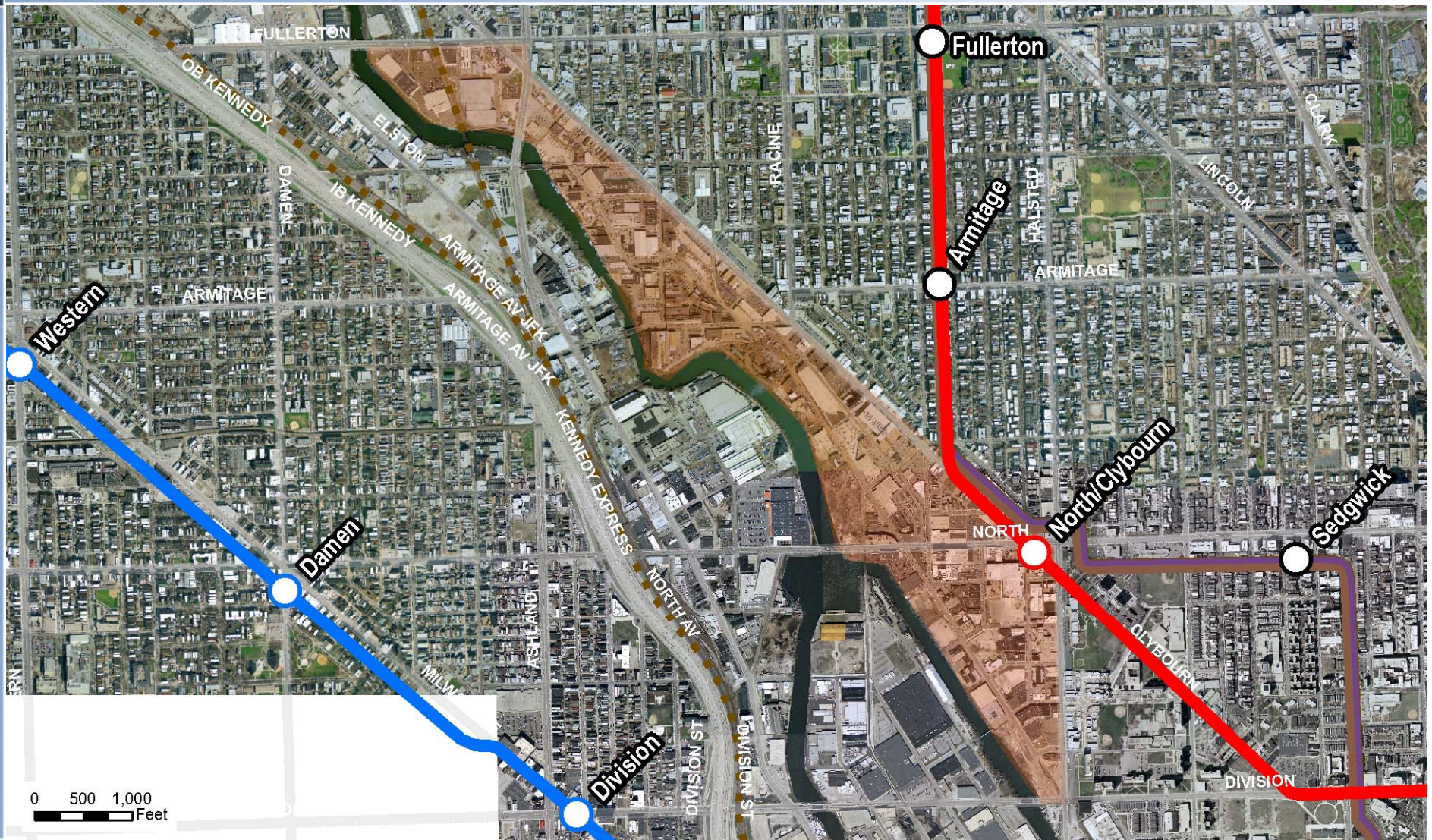
***Project Example of TOD + Pedestrian  
Friendly***

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# *North Side (Chicago)*

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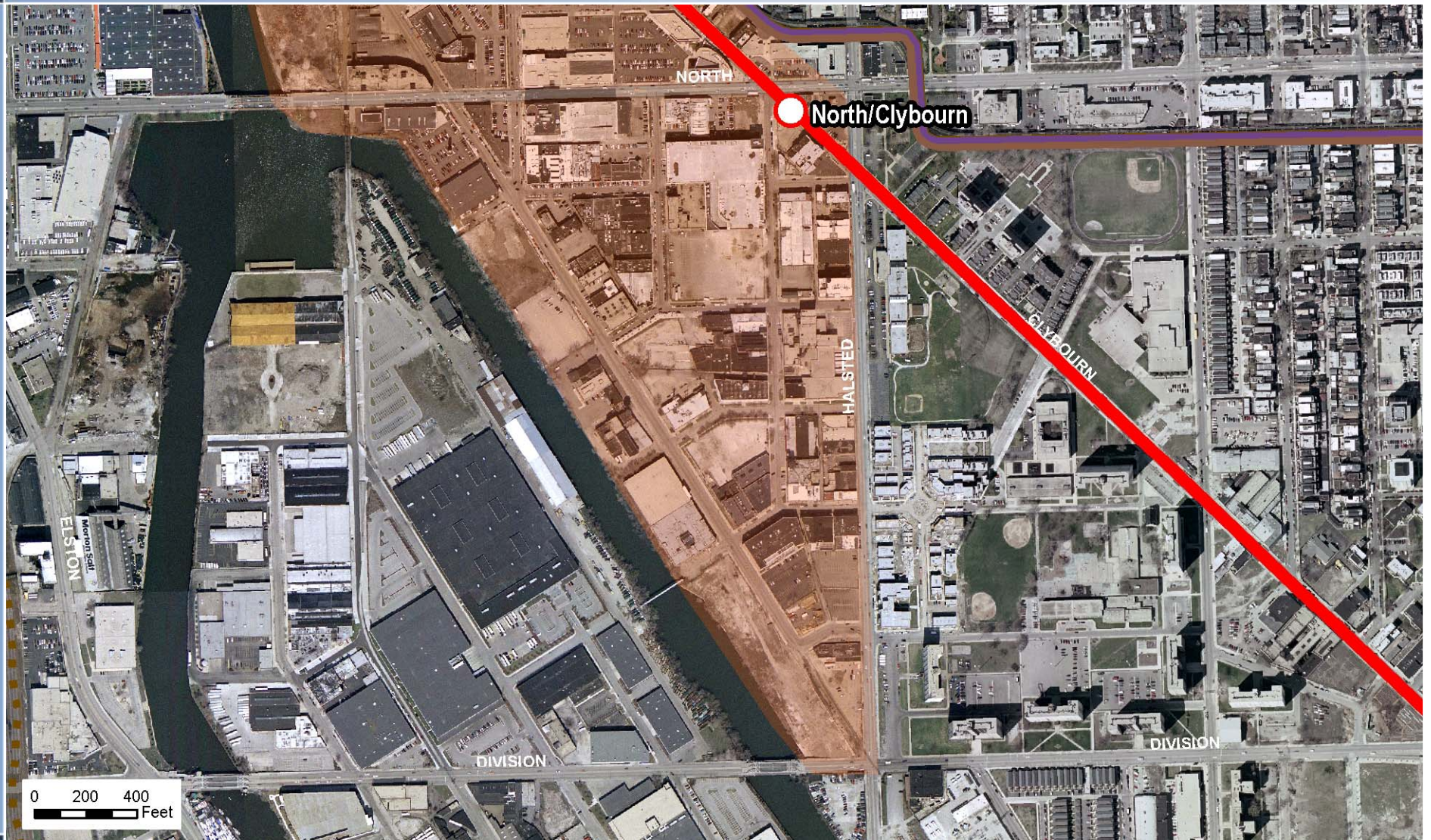


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# *Halsted Triangle*

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# *Opportunities...*

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## *Area Description*

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- Nowhere zone – at the fringe of the alternative mode friendly “North Side”
- Includes former Cabrini Green – defunct public housing project
- Some active industrial uses
- Fractured urban character
- Excellent transportation access
- Experiencing infusion of residential and retail

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# ***Pedestrian Related Characteristics***

P E D E S T R I A N   F R I E N D L Y

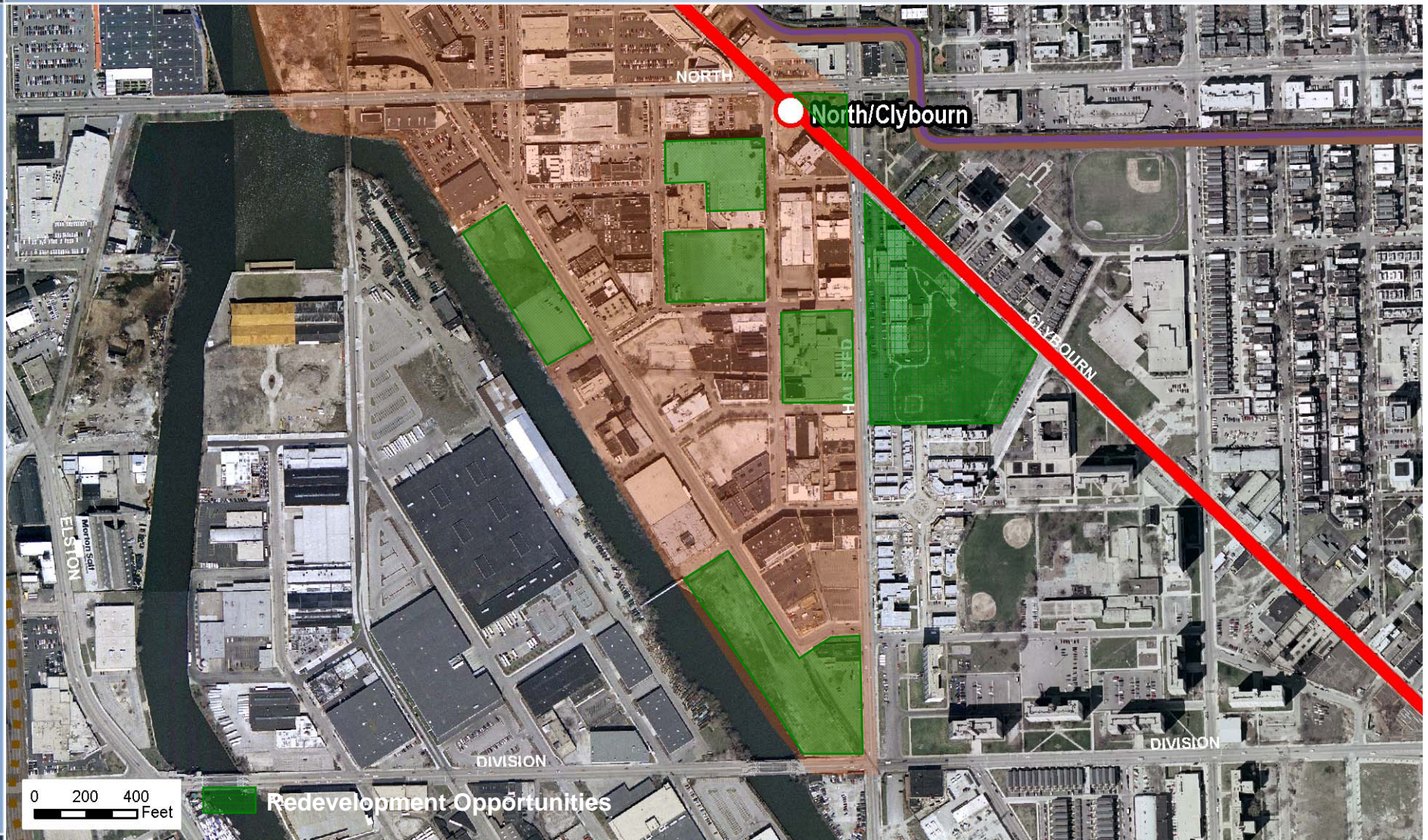
- Sidewalks are narrow
- No tree canopy
- Lots of sidewalk obstructions (poles, meters...)
- Heavy pedestrian traffic
- Substantial bicycle traffic
- Some “shelter” via awnings and building overhangs
- Some driveways

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# *Redevelopment is Coming...*

P E D E S T R I A N   F R I E N D L Y



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## *Enabling Mechanisms*

P E D E S T R I A N   F R I E N D L Y

- Redevelopment/replacement of buildings
- Strong city leadership
- Partnership approach
- Good planning
- Standards and guidelines
- Knowledgeable staff
- Quality developers
- Individual desire to come back to the city

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